

General Manager  
Lane Cove Council  
PO Box 20  
LANE COVE NSW 1595

16 November 2017

Dear Mr Wrightson,

**RE: St Leonards South – SU5945 (Northern Sydney Local Health District)**

Thank you for the opportunity to comment on the St Leonards South Residential Precinct Draft Plans.

Health Promotion (Northern Sydney Local Health District) is committed to ensuring that the built environment has a net-positive impact on the health and well-being of individuals and the wider community. In this context, we commend several aspects of this proposal which is well located to a range of community services including transport, employment, health, business and recreational facilities.

In particular, we commend the plan's innovative response to ensuring quality public and private open space in what will become a high density residential precinct. The 'Green Spines' concept requiring adjacent developments to share outdoor space, as well as the specified rooftop gardens will maximise usable open space for residents. The public pocket parks identified in the Master Plan and the proposed Local Park will provide additional quality open spaces for the local and surrounding communities.

The provision of a grid concept precinct with an increase in housing (including affordable housing), additional child care services, quality landscaping, active streetscapes and public open spaces, within close proximity to employment, business and health facilities will contribute to a more vibrant, safer and healthier St Leonards community.

The proposed underpass connecting St Leonards South with St Leonards Train Station will improve safety and connectivity, which is likely to encourage the uptake of public transport use and reduce demand on road infrastructure. The two public East West thoroughfares will also improve connectivity throughout the precinct for residents and the surrounding community.

**The recommendations from Health Promotion, Northern Sydney Local Health District (NSLHD) are detailed below.**

**Active Transport and Connectivity**

Living in a neighbourhood that is walkable and/or safe for cycling (e.g. where housing is close to shops and services, streets and pathways are highly connected, public transport is available, urban design is conducive to walking and cycling, etc.) is associated with higher levels of physical activity<sup>1</sup>. The resulting increase in community connectedness and physical activity levels (and reduced car-dependence) offers both health (i.e. decreased risk of obesity, cardiovascular disease and diabetes) and environmental (i.e. improved air quality, reduced traffic congestion) benefits.

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<sup>1</sup> NSW Department of Health, Healthy Urban Development Checklist. 2009

The precinct is located between two proposed regional off-road bike routes identified in the Lane Cove Bike Plan along the Pacific Highway linking Lane Cove to Crows Nest and River Road connecting Lane Cove to North Sydney.

- *With the expected population increase and the subsequent demand on current road and transport infrastructure, it is imperative that these routes are completed. Incorporating an additional off-road separated cycleway through the precinct along Berry Road and through the adjoining Pocket Park would provide a safer and more direct linkage between these bike routes and improve connections within the wider cycling network.*

According to Transport for NSW's Train Statistics 2014, St Leonards Station is the 11<sup>th</sup> busiest station in NSW with over 10,000 entries/ exits between 6am and 9.30am<sup>2</sup>. The significantly higher population expected from this high density residential precinct will place further stress on connections to and from the station.

- *To minimise cyclist and pedestrian conflict it is recommended that a separated cycle way be incorporated into the design of the proposed underpass linking St Leonards Station with St Leonards South.*

Ensuring development controls provide bike storage facilities within each building of the master plan will encourage cycling as a convenient method of travel for residents of the precinct.

- *It is imperative that cycle parking forms an integral part of all development controls, rather than a secondary issue to be resolved by conditions.*
- *Full details of the location, type of rack, spacing, numbers, method of installation and access to cycle parking should be provided.*
- *Visitor cycle parking should be provided at each public entrance to the Green Spines.<sup>3</sup>*
- *Incorporating bike rails within the Pocket Parks and the Local Park will improve access to these open spaces for local residents and the surrounding community, and reduce the demand for public parking spaces.*
- *The inclusion of way-finding signage to link the precinct to public transport hubs, Royal North Shore Hospital, Gore Hill Park, surrounding bike networks, heritage walks and local amenities would also ensure a more connected and pedestrian/cycle-friendly neighbourhood.*

## **Recommendations**

1. Complete the proposed off-road cycling routes identified in the Lane Cove Bike Plan along the Pacific Highway and River Road to improve connections to Lane Cove, Crows Nest and North Sydney.
2. Require provisions through a Voluntary Planning Agreement (VPA) to provide an off-road cycleway along Berry Road to connect the two regional bicycle routes outlined in the Lane Cove Bicycle Plan.
3. Incorporate a separated cycleway into the design of the proposed underpass linking the precinct to St Leonards Station.
4. Provide visitor cycle parking at the entrance to each Green Spine, ideally covered.
5. Ensure development controls require sufficient bike storage facilities for dwellings within each development. The bike storage facility should be a secure lockable room/structure within each new building with a self-closing and self-locking gate located within 20m of the relevant entrance of the building and in all cases closer than the nearest non-disabled car parking space. It should be well lit, create a sense of personal safety, and included in any premises' CCTV surveillance system. Where lifts are provided for the use of cyclists these should be adequately sized to accommodate bicycles i.e. at least 2m deep and preferably 2m wide with an overall door aperture of 1.2m.<sup>2</sup>
6. Consideration could be given to a separate ramped access for cyclists if the bike storage facility is in an underground carpark. If so, the ramps should not exceed a gradient of 7%.<sup>2</sup>

<sup>2</sup> Transport for NSW, Train Statistics 2014: Everything you need to know about Sydney Trains and NSW TrainLink, 2014.

<sup>3</sup> Transport Initiatives LLP & Cambridge City Council: Cycle Parking Guide for New Residential Developments 2010



7. Include bike rails into the design of the Pocket Parks and the Local Park proposed in the Master Plan.
8. Stipulate a development condition for the installation of clear way-finding signage (for active travel) to the surrounding bike network, public transport hubs and local amenities.

### **Car Parking and Traffic Congestion**

The increase in the number of new residents and visitors into the area will have a direct impact on transportation needs. In order to reduce car dependency and traffic congestion, we encourage the access and utilisation of car sharing services for residents of the precinct.

- *Public parking within the precinct itself will also be limited, so a designated pick-up and drop-off zone along Park Rd to service the proposed Local Park is recommended.*

### **Recommendations**

9. Dedicate a street level carpark within the development zone to a car-sharing service.
10. Provide a designated pick-up and drop-off zone along Park Road for the Local Park to reduce the demand for parking and traffic congestion within the precinct.

### **Public Open Space and Amenity**

Well-designed public open space improves physical health and emotional wellbeing and contributes to the social connections that enhance sense of community<sup>1</sup>. Providing multi-use open spaces will broaden the user groups and address social inclusion of residents and the community living in nearby medium density dwellings.

### **Recommendations**

11. Include provisions for community gardens within the public Pocket Park adjoining Holdsworth Avenue and the Pocket Park on the corner of Marshall and Canberra Avenues.
12. Ensure parenting facilities are incorporated into the planned open space designs.
13. Include drinking-water fountains within the precinct for those using the open spaces or cycling/walking to the various parks.

### **Smoke-Free Spaces**

Smoking remains the leading cause of preventable disease and death in NSW, accounting for approximately 5,200 deaths and 44,000 hospitalisations a year<sup>4</sup>. In addition to NSW legislation prohibiting smoking in and around playgrounds, public sportsgrounds and swimming pools, public transport stops, entrances to buildings and commercial outdoor dining areas, Councils also have the power to ban smoking in outdoor areas in their own jurisdictions to protect their local communities from the harmful effects of second-hand smoke. This is done through notice powers under the NSW Local Government Act 1993, which allows a fine for failing to comply with the notice.

Smoke-free by-laws can also be introduced within apartment complexes by owners' corporations to protect tenants from second-hand smoke exposure. Cancer Council NSW recommends 100% smoke-free policies, which include both lots and common property, as the most effective way of protecting non-smokers from second-hand smoke<sup>5</sup>.

### **Recommendations**

14. Establish a smoking ban via powers under the Local Government Act 1993 in all public Pocket Parks and the Local Park within the precinct.
15. Council to recommend and support each development's owners' corporation to adopt smoke-free by-laws.
16. Investigate the possibility of including a smoking ban clause within the Public Positive Covenant for the proposed private communal 'Green Spines' under Section 88E of the Conveyancing Act 1919.

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<sup>4</sup> NSW Ministry of Health, NSW Tobacco Strategy 2012-2017. Feb 2012

<sup>5</sup> Cancer Council NSW, Smoke-free apartments in NSW Fact Sheet 5: Smoke-free by-laws that support smoking bans in apartments.

We appreciate the opportunity to provide comment on the proposed St Leonards South Residential Precinct Draft Plans. We look forward to continuing our work with Lane Cove Council to support projects that benefit the health, wellbeing and safety of the community.

Yours sincerely,



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